

GetOnBoardBRT

BUS RAPID TRANSIT IN MONTGOMERY COUNTY

US 29 Bus Rapid Transit Montgomery County Council T&E Committee Worksession

May 4, 2017

Clarifications from Ms. Quinn's Letter

1. MCDOT estimation of travel time
2. MCDOT estimate of travel speeds on shoulder
3. Benefits of off-board fare collection and level boarding
4. Benefits of transit signal priority
5. MCDOT ridership estimates

Clarifications from Ms. Quinn's Letter

6. MCDOT cost estimates
7. MCDOT delay estimates for local bus service
8. Interaction of local bus stops and stations
9. Effect on level of service for local bus
10. Public engagement process
11. MetroExtra approach

Public Engagement - CACs



Upcoming Meetings	Meeting Topics
Week of April 3	<ul style="list-style-type: none">• Public Outreach and CAC Plans• Project Schedule and Update
Week of May 22	<ul style="list-style-type: none">• Station Siting• Station Architecture• Service Planning Overview
Week of June 12	<ul style="list-style-type: none">• Bike/Ped Accommodations• Transit Signal Priority• Environmental Documentation
Week of September 11	<ul style="list-style-type: none">• BRT Operations Plan / Local Bus Service Plan Overview• Stormwater Management / Low Impact Development• Review of Property Impacts
Week of October 16	<ul style="list-style-type: none">• Other topics of interest to CAC members

Public Engagement – Broader Program

- **Robust Public Involvement Plan**
 - **Corridor Advisory Committees**
 - **Public Open Houses (*including “virtual” Open House*)**
 - **Community meetings**
 - **Outreach to schools, umbrella civic groups, large residential communities, religious institutions, etc.**
 - **Employee / employer focus groups**
 - **Written communications (e-mail/newsletters)**
 - **Social media**
 - **Pop-Up events at community locations**
 - **Community events/festivals**
 - **Advertising (bus shelters/parking garages)**

BUS RAPID TRANSIT ON US 29 OPEN HOUSE

RECAP

During the month of March, MCDOT held three interactive open houses at locations along the US 29 corridor, and received an extraordinary level of community involvement.

Participants provided valuable feedback, completing nearly 100 comment cards with your insights and ideas for the project; learned about the GetOnBoard BRT educational outreach program; explored informational boards with details of the US 29 BRT project; and helped direct the vision of BRT station design details. If you missed the open house, we invite you to explore the US 29 project [virtual open house](#) online.

There are a number of ways to provide your input and stay involved with this project. Look for updates on our website at www.GetOnBoardBRT.com, follow us on [Facebook](#) and [Twitter](#), volunteer to help us get the word out, or request a community meeting or employee focus group in your area.

Thank you for your interest in this project. We are excited to become the home of the first BRT project in the state of Maryland – and to have YOU involved in the process.

Sincerely,

Joana Conklin
Rapid Transit System Development Manager
Montgomery County Department of Transportation



MCDOT
Montgomery County Department of Transportation

For more information on the US 29 BRT project, to download the [US 29 Bus Rapid Transit Project Summary](#), or to schedule a meeting/presentation, please visit GetOnBoardBRT.com or email info@getonboardbort.com.

BRT is a comfortable, reliable, NEW transit option for Montgomery County.

GetOnBoardBRT
BUS RAPID TRANSIT IN MONTGOMERY COUNTY

MetroExtra Service

Ridership and Costs

- Montgomery County supports Metro Extra as a component of the County transit network
- WMATA service – addresses transit system demand by adding more buses, modifying routes, changing service frequencies;
no infrastructure improvements
- Significant difference in expected ridership
 - US 29 MetroExtra: ~1,100 daily peak boardings*
 - US 29 BRT: ~7,000 daily peak boardings
- US 29 BRT ~20% lower estimated annual operating cost
 - US 29 MetroExtra: \$9.6 million annual operating cost*
 - US 29 BRT: \$7.5 million annual operating cost

MetroExtra Service

Key Differences from US 29 BRT

- MetroExtra does NOT include:
 - TSP implementation
 - Off-board fare collection
 - Stop improvements
 - Pedestrian and bicycle access improvements
 - New buses with on-board bike racks, WiFi, USB charging, higher capacity, and passenger information
 - Branded Service
- MetroExtra is not eligible for the \$10 M of Federal TIGER funding
- MetroExtra does not allow for County control of the quality of service provided or its characteristics and is more costly to operate

Metro Extra Service

Likelihood of Implementation

- MetroExtra expansion is not likely due to WMATA priorities and budget needs
 - WMATA's priorities are improving safety, reliability, and financial control, ***not service expansion***
 - Veirs Mill MetroExtra Request 2016:
 - MDOT did not fund County request
 - WMATA did not implement the service
 - FY 2018 WMATA systemwide service cuts are impacting Montgomery County:
 - ***Peak period Red Line frequency reduced by 25%***
 - Late night Red Line service eliminated
 - Eliminated: J5 (Twinbrook – Silver Spring)
 - Eliminated: J7/9 (Lakeforest – Bethesda Express)
 - Reduced: T2 (Rockville – Friendship Heights)
 - Reduced: Z7 (Laurel – Burtonsville Express)

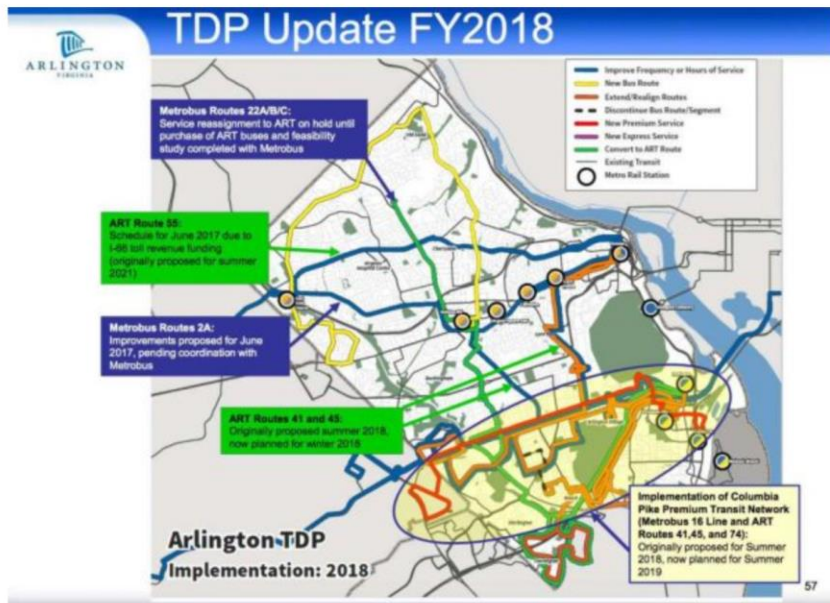
Metro Extra Service

Likelihood of Implementation

Columbia Pike 'Premium Transit Network' Delayed

by [ARLnow.com](https://www.arlnow.com) — March 20, 2017 at 10:15 am

142 Comments



(Updated at 11:50 a.m.) Those who live and work along Columbia Pike will have to wait another year for the implementation of a “[Premium Transit Network](#)” along the corridor.

ARLnow.com has learned that the plan for enhanced bus service along the Pike has been pushed back from 2018 to 2019 due to “WMATA’s focus on SafeTrack and core operations.”

Metro uses its spare capacity:

- 60 buses will be deployed for Surge 16 – Red Line Closure in June
- Bus deployments will continue with a 50 - 75% increase capital renewal

“Much of the new service for this network depends on Metrobus, but Metrobus service improvements have been hampered by Metro’s SafeTrack program and the need for Metrobus to focus efforts on moving passengers around rail disruptions.”

Metro Extra Service

A Challenge for Howard County Expansion

MORE: New Metro estimates are in, and they aren't pretty



Wednesday, Feb. 15, 2017 by Sydney Kashiwagi, skashiwagi@virginianewsgroup.com | 26 comments | Email this story



Courtesy
Photo/Fairfax County
Times

After an outpouring of questions from constituents and the media on how much Metro will cost Loudoun, county administration worked over the past week to gather the latest estimates.

Officials presented those numbers to the Board of Supervisors' finance committee Tuesday night -- and it wasn't pretty.

Loudoun supervisors and county administration have characterized the figures -- which start off at \$50.8 million in fiscal 2020 for Loudoun's annual operating and capital costs -- as "worst case scenario" numbers that are not final projections.

The latest estimates highlight a \$27.9 million increase in annual payments than what was presented to the board last year.

Metro Service is not easily expanded to Howard County

- Howard County is outside the service area and compact
- MDOT unlikely to support subsidy for WMATA service to Howard County
- Recent Example: Loudoun Co. officials question decision to join WMATA due to increasing costs

MetroExtra Service

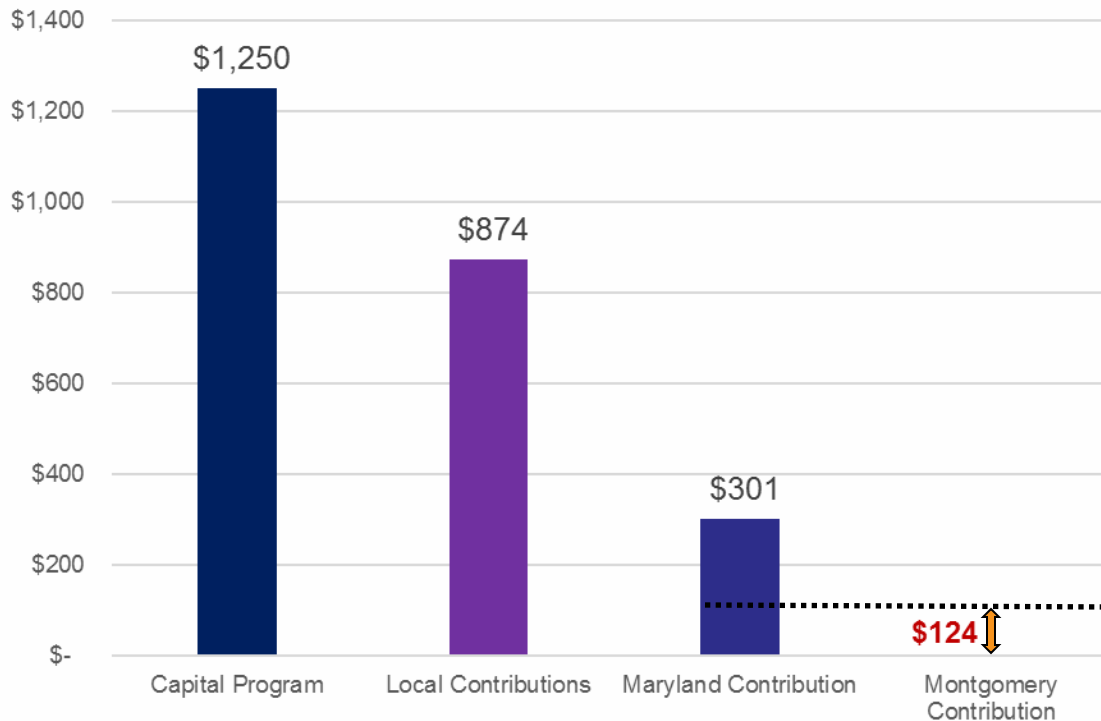
MDOT Funding of Mont. Co. Transit and WMATA

- Maryland provides:
 - \$38M in operating assistance to RideOn (+/- 42% of Ride On service deficit)
 - 100% subsidy to Baltimore-region MTA bus operations
 - 100% of the Montgomery WMATA contributions (since the 1990s)
- Maryland increased its contributions to WMATA by \$44M in the last year and WMATA's needs are increasing in the coming years

MetroExtra Service

Funding Context –WMATA Capital Needs

FY 2018 WMATA Capital Contributions



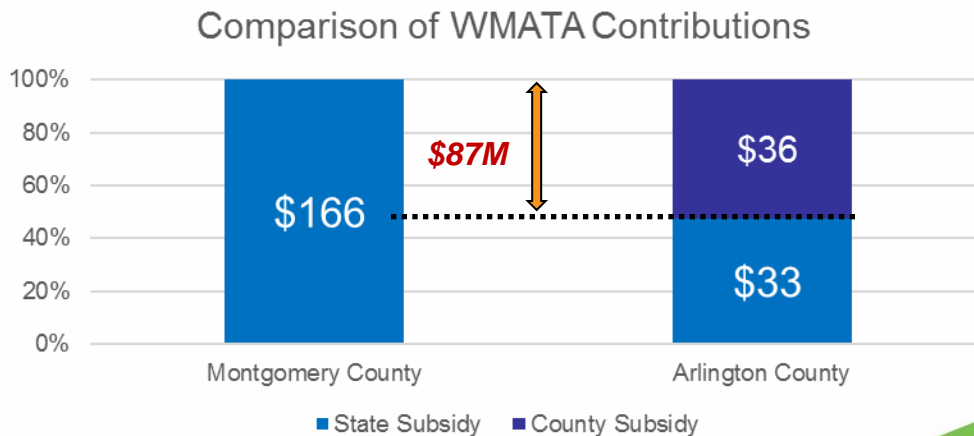
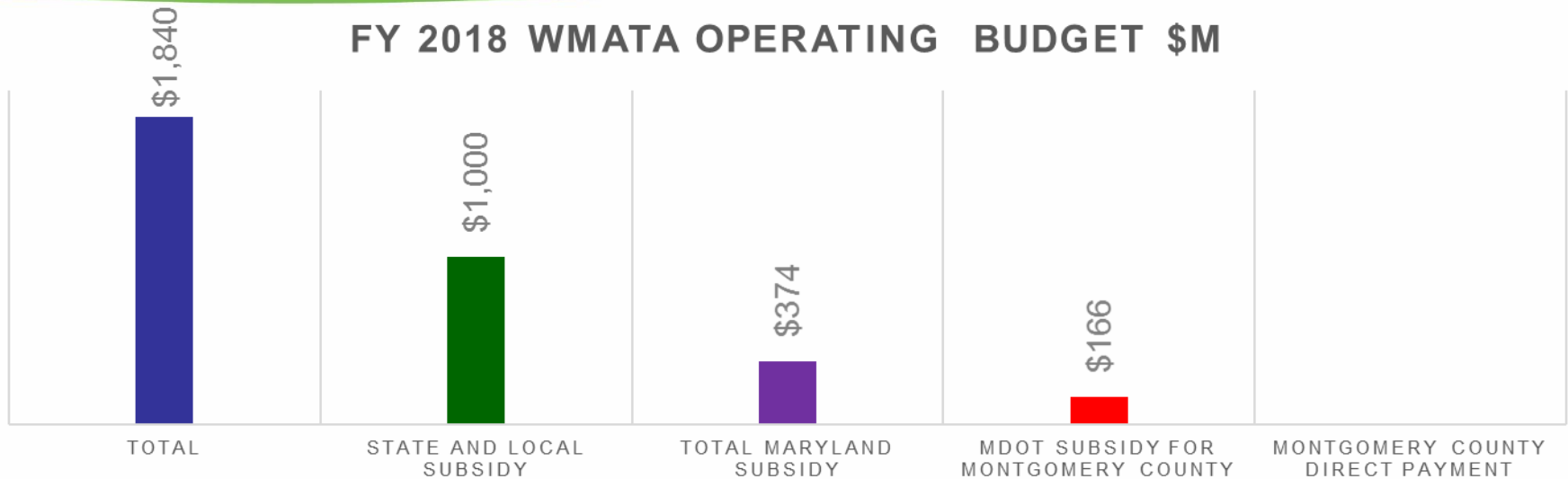
Local contributions include expenditures by states not attributable to a single locality

Unmet 10-Year SOGR Needs

- \$500M/year **more** capital funding needed (WMATA/COG)
 - ~\$100M/year is attributable to Montgomery County
 - More operating subsidy also needed
- Source of funds to be identified for this \$500+M
- WMATA funds attributable to Montgomery County previously provided by MDOT

MetroExtra Service

Funding Context –WMATA Operating Budget



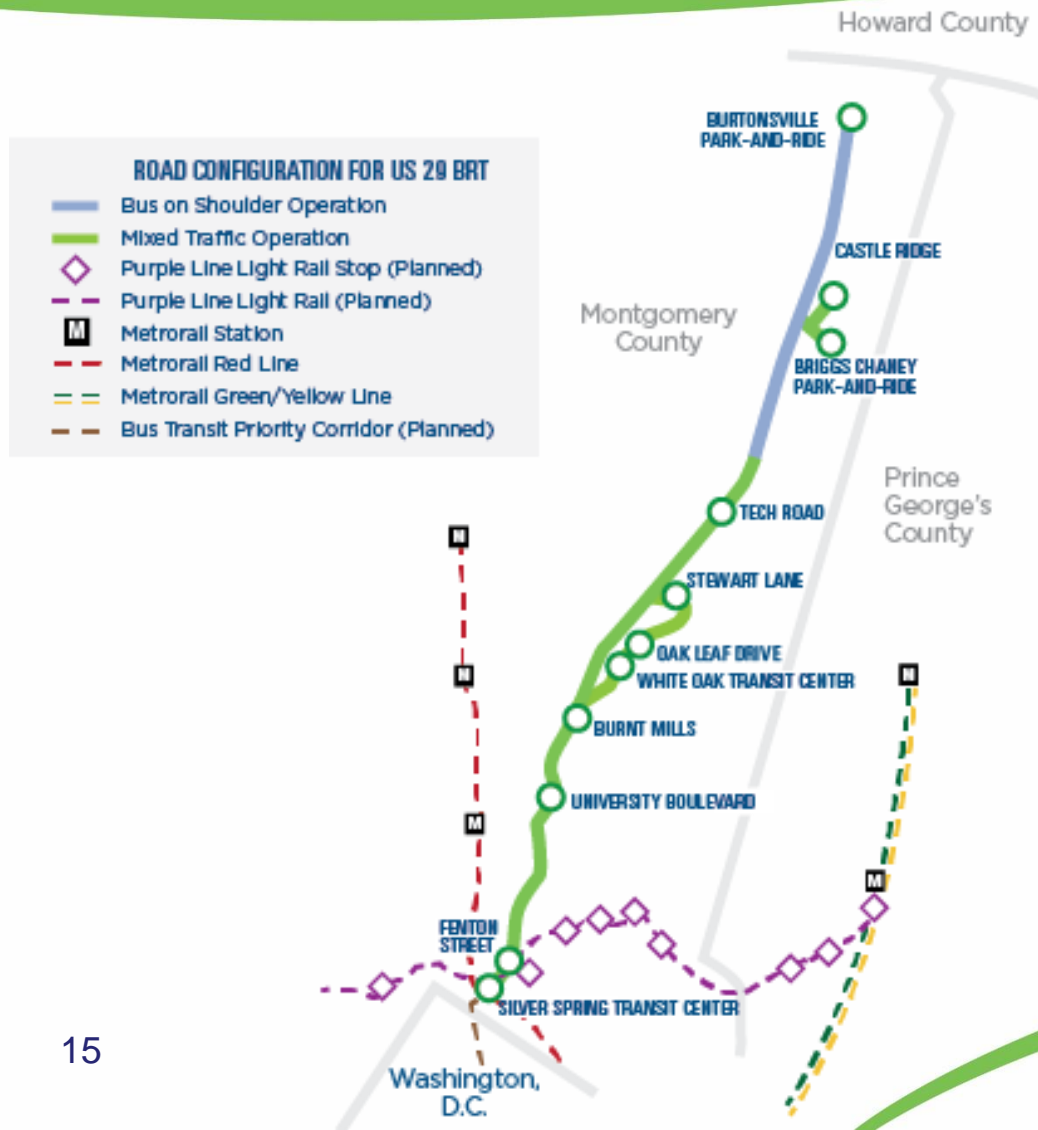
Metro Extra Service – Long Term

Summary

- Complements regular bus service, but does not deliver BRT qualities
- Is not TIGER-grant eligible
- Costs more to operate and generates fewer riders
- Is not subject to higher County quality standards
- Cannot be actively managed by the County as adjustments are needed
- Is not easily expandable to Howard County
- Is inconsistent with WMATA's current needs and priorities
- Is unlikely to be provided in the timeframe desired
- Direct County funding of MetroExtra contradicts State's responsibility for the WMATA funding (\$290 - \$390M/year)

Recap of US 29 Project and its Benefits/Status Update

MCDOT US 29 Project



Approximately
40% of the
alignment along
US 29 is in
dedicated Bus on
Shoulder lanes

Completed Studies

- 2-year planning effort to ***evaluate alternatives***, resulting in detailed alternatives analysis report
 - MCDOT decision to move forward with elements of alternatives based on analysis results
 - Items with significant impacts eliminated from the project
 - Planning effort determined station locations, service plans, planning-level property and environmental impacts
- MCDOT Report on US 29 BRT Project
 - Project description, including ridership projections
 - Benefit-cost analysis
 - Travel time savings analysis
 - On-time performance analysis
 - Economic impact analysis

Elements of MCDOT US 29 Project

- Frequent all-day service
 - 7 days/week
 - Same hours as Metrorail
 - 7.5 minutes peak; 15 minutes off-peak
- Uniquely branded vehicles and stations
- Transit Signal Priority (TSP)
- Bike/pedestrian improvements to facilitate station access, including 10 new bikeshare stations



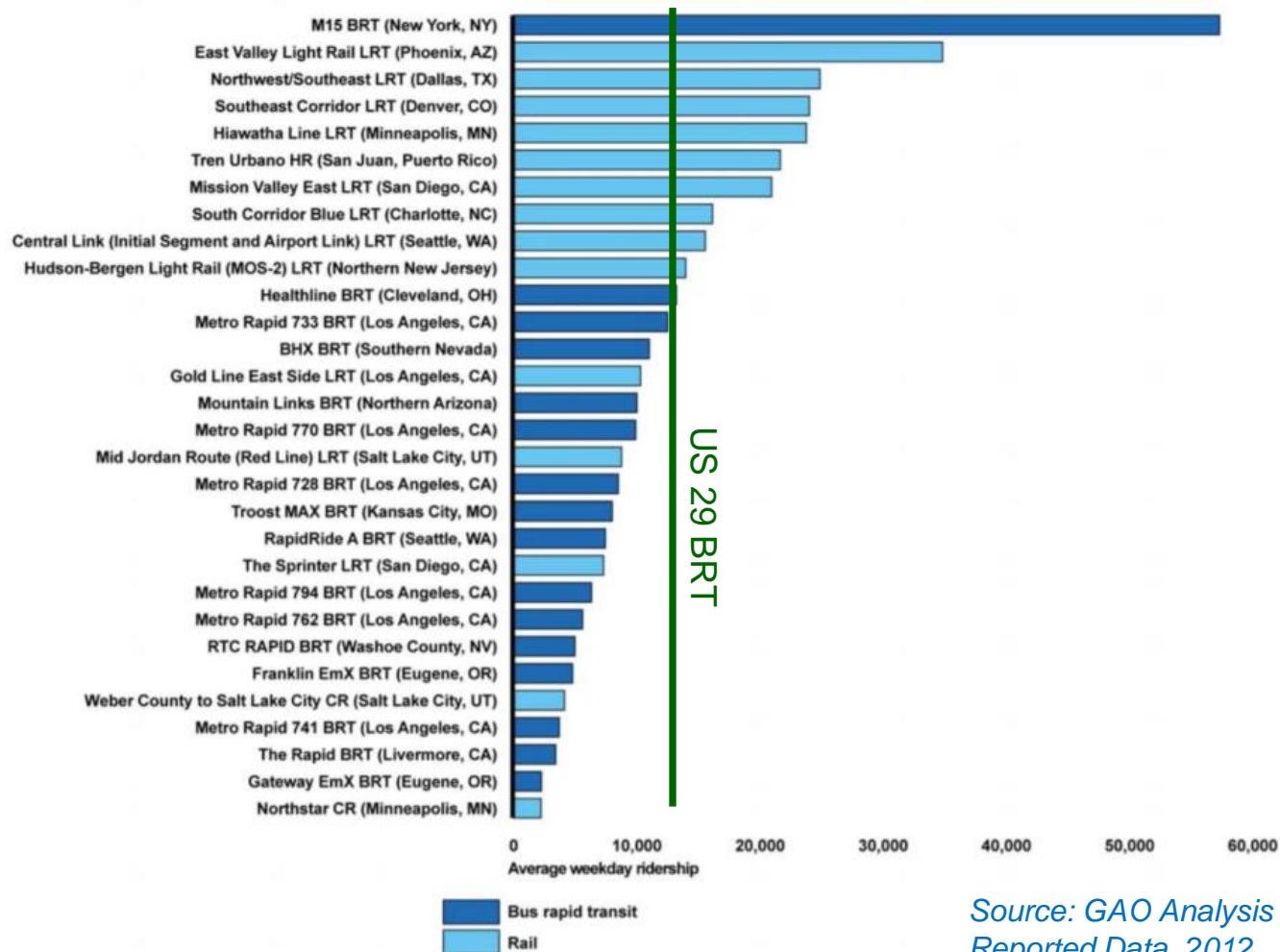
US 29 BRT Project Benefits – Ridership and Transit Reliability

- Projected BRT Ridership
 - 2020: 13,000 daily boardings (3,950 *new*)
 - 2040: 20,000 daily boardings (5,700 *new*)
- Improved **transit reliability**
 - Current on time performance for local corridor transit services averages **45-77%***

The Benefit-Cost Analysis for the US 29 BRT project shows that benefits outweigh costs by a factor of **four**.

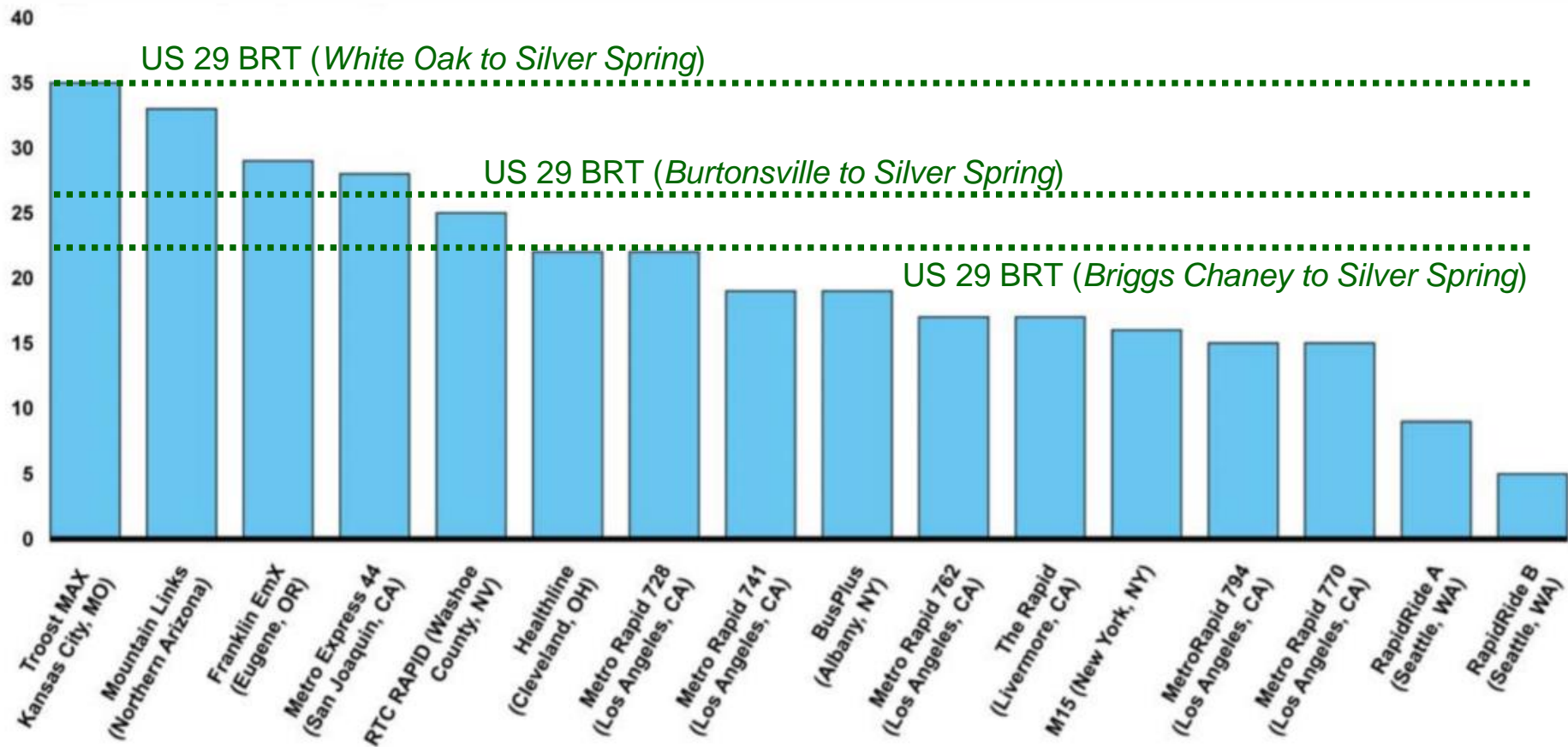
US 29 BRT Compared to Other BRTs – *Ridership*

Average Daily Ridership One Year After Opening



US 29 BRT Compared to Other BRTs – Travel Time Savings

Change in travel time (as a percentage) over previous bus service



No Traffic Impacts/ Local Transit Coordination

- Traffic Operations
 - BRT adds 14 buses
 - US 29 BRT project does not affect roadway capacity
 - Allows 4,000 new people to use US 29 per day without worsening traffic congestion
- Local Transit Service
 - A component of design process is to evaluate how to best adapt existing bus service to take advantage of new BRT
 - Community input is a key factor in evaluating local service changes

Smoot/Emerson Proposal and Other Possible US 29 Operational Improvements

- Project has tremendous benefits and ***independent utility*** as scoped
- MDOT is open to ideas to improve traffic flow and transit operations
- MCDOT is prepared to partner with MDOT to advance US 29 operational improvements, which could include:
 - Intersection spot improvements
 - Improvements to I-495 access
 - Managed lanes / bus lanes via strategies such as
 - ✓ Changing lane widths
 - ✓ Using median space
 - ✓ Contraflow lanes
 - Other innovative solutions...

TIGER Grant Update

- **Highly** competitive – 585 applications in 2016; 40 awards
- Notified on April 6 that scope of work has been approved by USDOT Secretary of Transportation's Office
- Notified on April 18 that FTA wants County to be *Direct Grantee*
- Working with FTA to sign grant agreement by early summer 2017
- Elements required to secure grant
 - Final scope of work (*approved April 6, 2017*)
 - Inclusion of project in STIP/CLRP (*approved March 2017*)
 - NEPA complete (*May 2017*)
 - Approved project CIP (*pending Council action*)

Status of Howard County Collaboration

- Participation in station design underway through MWCOG grant
- Howard County has their planning money in place
- Howard/Montgomery/MDOT MOU – final draft in circulation

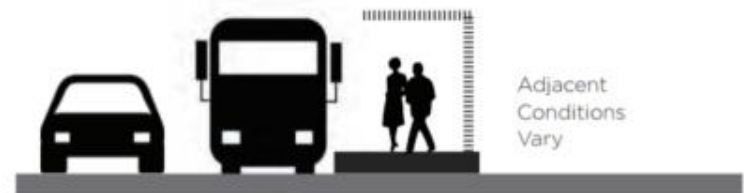


Ready to Begin Design - Stations

- Planning study determined station locations
- Design stage will determine specific station siting and more detailed property and environmental impacts – including Fenton Street
- Station design is ***modular, flexible, and expandable***
- Design and station sites will be determined in coordination with the community – *primary topic for CAC meetings in May*

SIDE-LOADING PLATFORMS

SECTION DIAGRAM



CENTER-LOADING PLATFORMS

SECTION DIAGRAM



Summary

Funds programed to meet the \$10M TIGER grant requirements

Appropriation of design funds to resolve station site and other design-related community concerns

MCDOT agrees with delaying appropriation of \$2M for ROW

Fenton Street station location should be determined during design in consultation with the public, not as part of this funding action

MCDOT strongly opposes short-term MetroExtra implementation

MCDOT supports development of operational and infrastructure ideas to improve the performance of the US 29 corridor